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TELEPHONE MAIN 66.
 Official paper of Clatsop County and the city of Astoria.

WEATHER.

- Western Oregon and Washington—Rain and warmer.
- Eastern Oregon and Washington, Idaho—Rain or snow.

THAT 112 MILES OF RIVER.

Some day soon Portland shippers will have to come to the mouth of Columbia in self-defense, as against the enormous cost of channelling 112 miles of water that went stay dredged; and then, perhaps, Astoria will come into her own. Portland's loss in such an event would be merely that of prestige. Just why a ship should enter, and cross, a magnificent, fresh water harbor, and tow that extraordinary distance up the Columbia, and the Willamette, with their negligible depths, to an inferior and very restricted river-reach, dubbed by sheer courtesy, a "harbor," is looming up as one of the real commercial problems of the Northwest, especially in San Francisco, where the wholesalers are living up to the recovery of the trade they have lost to Portland since the great fire.

It is one of those questions that must be answered sooner or later and the response must be very practical and rational to satisfy hard-headed men of business, with wealth and energy to urge their quest for trade. And it is likely that Astoria must make answer on her own account. She will be better able to meet such a demand if she shall have actual status as a port, with a commission eager and able to respond in compensating terms; therefore, the crying necessity for the Port of Astoria; ample in boundaries, definite in establishment, with legal prerogatives, and facilities appropriate to such a status.

That this is the one, and only, real available harbor on the Oregon coast, at this time, has been declared over and over again by such unimpeachable authorities as the late Collis P. Huntington; Hon. Harvey W. Scott, editor of the Portland Oregonian; Louis W. Hill, president of the Northern Pacific Railway; and Archibald A. Schenck, chief engineer of the New York Central lines, who unhesitatingly asserted that "Whosoever controls the line to the mouth of the Columbia river, will control the transportation problem of the Pacific Northwest!"

We all know where this control lies now and Astoria expects to be drawn into the radius of consideration and proper treatment by those who "have solved the transportation problem of the Northwest"; else she will have to look in other directions, for new markets and commercial benefices. She does not propose to be bottled up much longer. The cork has been withdrawn by those who paid hugely for the privilege and enterprise, and who must use the tremendous advantage as nature and reason dictate that use, or some of its quality will be lost to them.

SHEER POVERTY UNKNOWN.

There is one thing that speaks wonderfully well for the City of Astoria, and which is not often enough considered by those who complain of dull times; that is, that there is less of sheer poverty in this community than in any city of the Northwest. This is altogether a working community, with but rarely a voluntary idler, and what of this class there may be, sooner or later go up against the mandate of the police court to "move on"; everybody works hereabout, and if not at their own particular trade, then at the next best employment at hand.

It is a creditable thing and we tell

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HAS
MONEY TO LOAN ON GOOD SECURITY

it because there is no one on the outside familiar with the fact and able to boast of it. From Tongue Point to Clatsop Spit there is varied and unremitting employment for all and it is made use of, until it is practically impossible to find anything approaching family or individual want. Even those, in churches, fraternities and other organizations next and nearest to such conditions when they do exist, have nothing to report in this line, but on the contrary, aver the happier fact set out above. Few towns of 15,000 can boast such immunity.

WHOLESALE GROCERY NEXT.

There is a strong undertone of interest manifest hereabout just now in the project to establish a wholesale grocery in this city, to meet not only the local demands for an abatement in rates and prices here, but the positive call for such an agency coming up from the coastwise folk of the south of us. It is understood that several of the leading grocers of this city are amenable to the scheme and will be found at the forefront of the movement when it shall materialize.

It should be encouraged on all sides, and no doubt will be; since it will give an independent tone to the trade here and out of here, and conduce to the shipping interests as well. Every such feature reacts potentially for all concerned and adds materially to the commercial energy of the place.

There is nothing to hinder it. We have plenty of wealth, trained experience, and all facilities for despatching the business; we have the common-point rate on such merchandise from the East, and a waiting trade on the outside, only too ready to fall into line with such a departure. Astoria has extraordinary need of such a business element and from the looks of things is likely to get it before the summer winds begin to blow.

EDITORIAL SALAD

Senator Tillman's latest outbreak against the canal bond issue was no surprise, in fact it might safely have been predicted had anybody thought to do so. The Senate has got so accustomed to these affairs, it is said, that this distinguished body cannot sleep unless the South Carolinian is making a noise.

Bryan has addressed the Kentucky legislature, deadlocked over the senatorial question, urging fidelity to the party machine. Never in his eventful life has Bryan believed more implicitly on the necessity of the fidelity of every Democrat to the party nominee. Fidelity might mean election next fall.

The United States supreme court is not in politics; therefore it could say what it thought about the anti-black-listing law.

We may be short of currency yet, but we are not short of currency bills and currency opinions. Congress is flooded.

Magoon—pretty good sounding name for secretary of war. Not so much of him as of Taft, but more energetic.

STOESSEL COURTMARTIAL.

ST. PETERSBURG, Feb. 5.—The sessions of the Stoessel court martial are nearing their end and Generals Stoessel, Fock and Reiss are being tried for the surrender of the Port Arthur fortress to the Japanese. In his summing up yesterday General Gursky, the judge advocate, demanded that the court impose the death sentence upon Stoessel, Fock and Reiss; upon Stoessel as the responsible agent for the shameful surrender of the fortress and the cowardly ending of its glorious defense, and upon Fock and Reiss as the men who inspired and abetted him.

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Quite Familiar.
 "Jimmie," said the merchant solemnly at the eleventh hour, "we have forgotten to get a fresh supply of stamps." And the office boy in his excitement responded with "Goodness, sir, so we have! If we ain't a couple of blunder-headed idiots!"—London Tit-Bits.

SIMPLE WASH CURES ECZEMA.

Itching, Burning Skin Disease Routed Without Use of Injurious Drugs.

Great inventors often have been praised for surrendering the secrets of their discoveries. Practically the same thing happening in the medical world in the case of Dr. Decatur D. Dennis, the eminent skin specialist of Chicago.

Dr. Dennis, in his own office practice, discovered that pure vegetable oil of wintergreen, properly mixed with other simple remedies was practically a sure specific for Eczema, psoriasis, barber's itch, salt rheum, and other itching skin diseases. But the oil of wintergreen alone was found ineffective. It required other mild ingredients such as glycerine and thymol compounded with the wintergreen to produce the real eczema cure.

This compounded D. D. D. Prescription positively takes away the itch at once—the instant it is applied to the skin. This vegetable liquid does away with deleterious drugs so long used in an attempt to doctor the blood, whereas modern science has determined that eczema is first and all the time a skin disease.

If you want to know more about the merits of D. D. D. Prescription, call at our store. We vouch for this remedy. Charles Rogers & Son.

WONDERFUL BREAD.

The Veracious Narrative of Its Making, Baking and Sale.

"How did I happen to become a hotel clerk?" replied the man behind the desk. "Well, it was this way: I used to be a sailor. That was where I learned about whales. In fact, I was second mate of the first iron ship that ever rounded the Horn, bound from Boston to San Francisco, loaded with flour, yeast and salt to furnish grub to the California miners soon after the civil war.

"We got around the Horn all right when we ran into about the worst bit of weather ever brewed on the Pacific. Iron ships were an experiment then, and we soon found ourselves in trouble. The fresh water tanks sprang a leak, and the water ran down over the cargo. To make matters worse, the flour barrels and boxes of yeast broke loose, and with the rolling of the ship we soon had it all mixed up together. In other words, the whole ship below decks was full of dough that the rolling of the ship kneaded just as a regular breadmaking machine does out in the kitchen here. And it began to rise.

"We fastened down the hatches at first, but soon had to take them off on the lower decks or the expanding dough would burst the ship. And we put on all steam for San Francisco. We crossed the equator like a race horse, and there we made our second great mistake. The strain on the engines caused them to break down, so we had to go at half speed, and we were at a standstill for two whole days right there under a burning sun. The storm we had run out of, and the weather was clear and hot. Whew!

"Then we got under full steam again and plowed north to the Golden Gate with a deck hand sitting on the safety valve. But we were too late. The tropic sun had baked that shipload of dough into one huge loaf of bread. How to get it out of the ship was a question.

"The owners, who were the captain and one of our passengers, sold the ship just as she arrived for only half what they had paid for her new in Boston. But the new owner was a genius. He put the hungry miners to work with picks and shovels cutting out the bread and sold it at the rate of \$1 a shovelful. It was the finest bread you or any one else ever ate.

"I was out of a job as second mate, and when I saw what a profit there was in that bread I just naturally went into the feeding business myself, and that's how I became associated with the hotel business. Front! Show this gentleman to the cafe."—Portland Oregonian.

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